



Reference	Description	OK	NO	N/A
	being analyzed			
7-111.1.G	Indication of traffic “divides” and traffic “sheds” with trips generated			
7-111.1.H	Proposed “through” trips generated as a result of construction of any new streets (link) in the transportation network			
7-111.1.I	The existing or the proposed streets shall be determined and shown together with width of street. This is done for each block for every street in the subdivision. Proposed street widths and right of way widths shall be determines <b>as per (1) through(4) below</b>			
(1)	All street construction shall be within the right of way. Easements are not allowed in lieu of dedicated right of way			
(2)	All street widths and functional classification shall be based on total 24-hour VPD counts or as stipulated by the Director			
(3)	All intersection widths, geometry, and traffic control shall be based on capacity analysis by the <i>Highway Capacity Manual</i> , latest edition			
(4)	When traffic volume decreases, there will be no cross section in mid-block			
7-111.1.J	Trip Generation and Traffic Flow - 24-hour volume trip generation rates shall be used <b>as per (1) through (7) below</b>			
(1)	See DCSM p. 7-4			
(2)	See DCSM p. 7-5			
(3)	The following items shall be considered in the calculations of traffic volumes were appropriate <b>as per a. through d. below</b>			
a.	Consideration for access to existing or proposed schools			
b.	Consideration for access to neighborhood or other shopping area			
c.	Increased traffic volume resulting from the street providing access to a public or semi-public facility or institution use			
d.	Increased traffic volume resulting from a proposed or existing street within or adjacent to the subdivision serving as a bypass or shortcut for traffic with both origin and destination outside of the subject site			
(4)	Street cross sections shall be reduced <b>as per a. &amp; b. below</b>			
a.	Drop of any outside auxiliary turn lane at an intersection			
b.	Carry the widest cross section required through the intersection to maintain symmetrical approach legs, then reduce width by use of a standard pavement width reduction in accordance with the <i>Manual on Uniform Traffic Devices</i> . See detail TD-1 of Article - 7			

Comments:				
(5)	If a through street has a wide cross section on both ends, and traffic volumes would indicate a reduction for only several hundred feet in the middle of the site, the full width street section shall be continued for its entire length			
(6)	Averaging of traffic volumes e.g., averaging 5,000 VPD on one end of the street with			

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	1,500 VPD on the other end to produce a 3,250 VPD volume and therefore a narrower cross section, shall not be allowed for the purpose of reducing cross sections			
(7)	All calculations which indicate the number of vehicles per day for each portion of each street in the subdivision, shall be shown to expedite the review for conformance of proposed typical sections with VDOT standards			
7-111.1.K	Preliminary plat or plan, including traffic study analysis, may be forwarded to VDOT <b>as per (1) &amp; (2) below</b>			
(1)	Roads under direct jurisdictions of VDOT <b>as per a. &amp; b. below</b>			
a.	Route 7, East of Route 15 Bypass			
b.	Route 7 Bypass			
(2)	Roads which will impact a. & b. above or VDOT Roads			
7.111.1.L	The Developer shall provide all necessary on-site and frontage improvements required by the traffic study			
7-111.1.M	The developer shall recommend all roadway improvements which will mitigate any and all negative impacts to the existing off-site road network resulting from traffic generated by the subject development. These recommendations shall include improvements to existing roadway sections, intersections, signalization installation or improvement			